

# MARKETS--FINANCE--COMMERCE

## WALL STREET NEWS

### New High Records Made in a Day of Active Trading--"T. R." Sentiment Seen in Street.

New York, May 14.—Another day of active trading in Wall Street left the stock market on a materially higher level. Steel and Union Pacific, which were conspicuous for their heaviness the previous day, were the market leaders, at times displaying considerable buoyancy. Steel made most of its advance in the early part of the session and, to the great surprise of traders, held most of it throughout the day. Union Pacific was strong early in the day, and then became dull, but just at the close it forced upward nearly a point and ended at the high price.

Some new high records were made, the chief one being Canadian Pacific, which rose to 23 1/4, an advance of more than four points for the day, leaving the stock at the highest price at which it ever sold. Other new records were made in long and paper. This stock is influenced by its earnings in addition to pool manipulation. The manipulation, however, has a substantial basis for it is expected that the company will earn this fiscal year the full 7 per cent on the preferred stock and at least 1 per cent more. Anglo-American Oil was the other record-breaker, the stock closing at 2 1/2. International Harvester moved between low and high 20 points. This is one of the stocks that is being bought by the government. The mere beginning of proceedings against the Sugar Trust for the same purpose has created an intensely optimistic situation. Sugar is earning 20 per cent and paying 7 per cent on the common stock. A pool has taken hold of it with the idea of putting it to a new high record. And if the manipulation proceeds as successful the price is to be put to 20, which is its book value on a dissolution basis.

### Roosevelt in Wall Street.

People are beginning to notice that every time Roosevelt makes a show of strength, the stock market turns around, and this is creating the suspicion that speculative Wall Street is really back of his campaign. The only theory which this would be possible would be that some kind of a deal is arranged whereby dissolution suits will be brought against numerous corporations, whose stocks have been hard to advance. Along with the advance of Steel Corporation stock, Great Northern certificates moved up a fraction. About the same time a rumor appeared to the effect that the Republic Iron and Steel Company might take a lease on a section of the Hill ore lands. It is already known that the trustees will organize a company to sell the ore.

Cash stocks are quiet, and this led the street to believe that the Road following would be shifted into Rock Island and Lehigh Valley. There is no sign of immediate activity in Rock Island, and this state of rest is probably due to the bad earnings reported by the company early in the year. Rock Island runs through the heart of the corn land, and it is not likely that any great activity will be seen in the stock until its corn earnings measure for several months to make it sure that a great crop is a fact. Corn is planted up to the middle of June, but by the end of May there

### NEW YORK STOCK MARKET.

Quotations furnished by W. B. Hibbs & Co., members of the New York Stock Exchange, 110 Broadway.

Call money: Open 2 1/2; high 2 1/2; low 2 1/2; close 2 1/2.

### RAILROADS.

Stock	High	Low	Close
Atch. Top. & P. Pac.	10 1/2	10 1/4	10 1/4
Atlantic Coast Line	10 1/2	10 1/4	10 1/4
Baltimore & Ohio	10 1/2	10 1/4	10 1/4
Boston & Maine	10 1/2	10 1/4	10 1/4
Brooklyn Rapid Transit	10 1/2	10 1/4	10 1/4
Chicago & North Western	10 1/2	10 1/4	10 1/4
Chicago & St. Paul	10 1/2	10 1/4	10 1/4
Chicago & Western Indiana	10 1/2	10 1/4	10 1/4
Illinois Central	10 1/2	10 1/4	10 1/4
Indiana Harbor	10 1/2	10 1/4	10 1/4
International Harvester	10 1/2	10 1/4	10 1/4
Lehigh Valley	10 1/2	10 1/4	10 1/4
Long Island	10 1/2	10 1/4	10 1/4
Manitowish	10 1/2	10 1/4	10 1/4
Michigan Central	10 1/2	10 1/4	10 1/4
Minnesota	10 1/2	10 1/4	10 1/4
Missouri Pacific	10 1/2	10 1/4	10 1/4
Montgomery Ward	10 1/2	10 1/4	10 1/4
Norfolk & Western	10 1/2	10 1/4	10 1/4
North American	10 1/2	10 1/4	10 1/4
Northwestern	10 1/2	10 1/4	10 1/4
Pennsylvania	10 1/2	10 1/4	10 1/4
Pittsburgh	10 1/2	10 1/4	10 1/4
Reading	10 1/2	10 1/4	10 1/4
Rock Island	10 1/2	10 1/4	10 1/4
St. Louis	10 1/2	10 1/4	10 1/4
Southern Railway	10 1/2	10 1/4	10 1/4
Southern Railway	10 1/2	10 1/4	10 1/4
Texas Pacific	10 1/2	10 1/4	10 1/4
Union Pacific	10 1/2	10 1/4	10 1/4
Western Union	10 1/2	10 1/4	10 1/4
Western Union	10 1/2	10 1/4	10 1/4
Western Union	10 1/2	10 1/4	10 1/4

### INDUSTRIALS.

Y. Int. & Western	25	25	25	25
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. & Western	112	112	112	112
Y. Int. &amp				